



South Cooper Mountain Concept & Community Plans

Technical Advisory Committee Meeting #2: Meeting Notes

Date: 5/09/2013
Time: 2:30 to 4:30 p.m.

Location: First Floor Conference Room
Beaverton City Hall
4755 SW Griffith Drive
Beaverton, OR 97005

Attendees: See attached.

Existing Conditions Overview

The consultant team presented a summary of the Task 3 memos. The PPT is available on the web site.

Breakout Groups

Discussion questions:

- A. What clarifications or further explanations do you need?
- B. Are we on-target with the information presented? Are we missing anything you feel is important?
- C. What constraints or concerns do you see for the plan, based on this/these memos?
- D. What opportunities do you see for the plan, based on this/these memos?

Natural Resources and Parks

Moderators: Ethan Rosenthal (DEA) and Ken Pirie (WM)

Breakout Session 1

Attended by two people: Hal Bergsma (THPRD) and Brian Wegener (Tualatin River Keepers). Joe Dills participated in most of the session.

- Agreed that info contained in reports was sufficient for planning purposes
- (Hal) THPRD working w/Metro re: Coop Nature Park expansion
 - It's a high priority for THPRD
 - Approx. \$6.5 mill available from THPRD Bond program for district wide property acquisition, plus Metro has dollars from Metro bond program
 - Metro is having conversations with 'willing seller' property owners in Coop Mtn area, targeting specific properties
 - A trail connection between Winkelman Park and Coop Mtn park is desired
- (Brian) Important to note how McKernon Creek (also referred to as Lindow Creek) drainage corridor extends beyond project area and connects with habitats in Tualatin National Wildlife Refuge.

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- (Brian) Recommends an Urban Forestry Plan be developed and include targets for tree cover for the area. He provided a stat sheet showing percent tree canopy cover for various municipalities in the Metro area, noting that Beaverton's numbers were relatively low.
- (Brian) Noted how River Terrace project shifted density away from large tree groves and away from steep slopes.
- (Hal) Joe Blowers (THPRD Board of Directors President) is very interested in wildlife corridors.
- (Brian) Commuter trail along Scholls Ferry might be a good idea, since grades not very conducive for bike commuting in steeper portions of project area.
- (Hal) Interested in park natural areas, including making publicly accessible with trails. Not interested in taking over private/HOA natural open space within nearby subdivisions, although they did use Metro local share money to acquire Tenax Woods.
- (Hal) For sportsfield parks (i.e. not natural area parks), need fairly level land to start with.
- (Hal) For neighborhood parks
 - Easy walking distance for local residents (no more than ¼ to ½ mile away)
 - 2 to 5 acres in size, although can be as small as 1 acre—depends on topography
 - No major roadways dividing service area (kids shouldn't have to cross major streets—so new River Terrace park may not be ideal for SCM service area. Would also need coordination with Tigard Parks.
- (Hal) Community Park size minimum is 10 to 20 acres and okay to have major roads within service area. THPRD would like one more Community Park in the South Cooper Mountain area. Good idea to partner with School District to share parking and Athletic Fields.

Breakout Session 2

Approximately seven attendees: Steve Sparks (CoB), Carrie Pac (CWS), 2 landowner/developers, Dick Steinbrugge (Beaverton School District), Tim O'Brien (Metro), one or two others.

- (Ethan) Discussed/reviewed Nat Res mapping process. Wanted to make sure landowners/developers understood the process and inquired if they had any questions.
- (Dick) Inquired about accuracy of mapping, particularly wetlands.
 - (Ethan) noted that it is understood that mapping was at a reconnaissance/planning level and that a more formal wetland delineation and other regulated natural resource mapping would occur during site specific development.
- (Tim) Asked about changes to Metro habitat mapping. Also, asked about designation of protected areas. Understands that CWS Veg Corridors will cover Riparian areas, but was curious about upland areas for Title 13.
 - (Ethan) noted the few places where significant Metro habitat mapping changes occurred (i.e. mostly logged areas in SCMA area).
 - (Ethan) noted that habitat mapping has been completed, including upland habitats. Also, noted that certain areas were called out as focal habitat protection areas. But ultimately it will be up to

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the City of Beaverton, through the project planning process, to decide what they will adopt as Significant Natural Resource Areas.

- (Tim) Lori Hennings (Metro) has worked on Wildlife Corridor issues in Metro area. Tim will see if Lori has done work useful for SCM project area.
- (Steve) Asked about small dam removal, who's responsibility, regulatory issues, etc..
 - (Ethan) Noted purpose from an aquatic stand point is to reduce thermal loading to stream system. Responsibility of the dam lies with the property owner, but there is no requirement that they remove them. But, if they keep them then they need to be maintained appropriately to avoid liability/risk of failure and effects to downstream properties.
 - (Carry) CWS has worked with property owners elsewhere to remove these types of structures. Unfortunately, DSL has often required mitigation for the loss of the pond/open water habitat.
 - (Ethan) also noted that removal of dam could result in draining of adjacent wetlands, which may concern some agencies.
 - End result, dam removal is generally viewed as desirable for aquatic habitat/water quality improvement, but there are potential regulatory hurdles.

Land Use/Housing/Energy/Public Facilities Table

Moderator: Becky Hewitt (APG)

Breakout session 1:

Market Analysis, BLI & Housing Targets:

- Update from project team: market analysis should be available by the CAC meeting
 - Reviewing assumptions; tension between market expectations and policy requirements
 - Refining buildable lands inventory (Metro will look at intent, not just numbers)
- Update from Tim O'Brien: Metro's target number of housing units was based on BLI assumptions available at the time – refined BLI can refine the target number
 - Land for the future high school site was not excluded because ownership had not been settled at that time
- Update from Tim O'Brien: Metro identified a parcel in the Annexation Area that is no longer owned by them, but shows up on maps as public/committed

Schools & other public facilities:

- Update from project team: School district boundary is being updated, will impact a small portion of the annexation area – boundary update not yet reflected in Metro database (school district representatives had no further information about the status of the boundary adjustment)
- Update from Dick Steinbrugge: BSD is going through eminent domain on land within annexation area for the new high school
 - School Board voted to use powers of eminent domain
 - Court will decide market value

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- Could submit land use applications without full ownership since School Board has authorized eminent domain
- Discussion of school needs:
 - Hillsboro School District portion of annexation area is isolated from urban development
 - HSD not sure how it will serve its portion of the study area
 - HSD working through how to serve South Hillsboro area now – has some similar issues; have purchased 50 acres there for schools.
 - BSD hasn't given much thought to elementary schools to serve the area
 - HSD would ideally like to have 10 acres for an elementary school if one were needed
 - River Terrace partially in BSD – will also affect demand for schools
 - Won't necessarily have one elementary school per district, it depends on where density is clustered
 - possible K-8 school option if not enough demand for middle schools to justify a whole new school?
- Discussion of opportunities related to new high school:
 - BSD open to co-location opportunities with the new high school, including a community swim facility (joint with THPRD) and/or a new fire station (with TVF&R)
 - Could design high school to meet elevated hazard mitigation / disaster resiliency standards to serve as resource for the wider community in an emergency
 - potential for self-sustaining power grids or solar to power community emergency shelter?
- Update from TVF&R rep: TVF&R has not determined whether new fire station will be required – transportation is their primary concern

Broader opportunities, constraints, and considerations:

- Transportation, lack of connectivity
- Land close to Scholls Ferry is flat and in highest demand
- Urban reserve area somewhat of a “wild card” in terms of timing and extent of growth
- Need to understand interrelatedness of entire project area, not 3 separate entities

Breakout session 2

Market Analysis, BLI & Housing Targets:

- Update from project team on market study & densities:
 - Metro identified 4,651 dwelling units based on previous buildable lands inventory
 - Market demand is 7-10 units per acre
 - 10-14 units per acre is the target, with some nodes averaging 20+ units per acre
 - Lower density as you move uphill
 - Commercial anticipated to be neighborhood-serving only, roughly 5-7 acres, but that could change
- Discussion of residential development:
 - Left to its own devices, area might develop to look like Lake Oswego's Mountain Park, or Portland's West Hills – high value homes on view lots
 - Beaverton has shortage of available land for single-family development

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- Increasing density would have sewer implications for new and existing SFR development in North Cooper Mountain (currently on septic)
- there may be CC&Rs in place for North Cooper Mountain that would prevent densification, but CC&Rs are supposed to expire after 20 years or so by state statute
- “Creative tension” between existing North Cooper Mountain development and density requirements
- Discussion of commercial development:
 - Some are pushing Tigard to move the commercial area designation in River Terrace to be along Roy Rogers (auto-oriented with higher visibility), rather than internal to the area and neighborhood-oriented
 - Tigard is concerned that if SCM plan includes commercial along Scholls Ferry Rd it will undermine the commercial area in River Terrace
 - Owners of cemetery property are advocating for commercial use on their property – did their own commercial market study

Public facilities:

- TVWD will need two 20 million gallon water tanks
 - 300’ diameter tanks, 5-7 acres needed for both
 - Could be buried depending on elevation (tennis court on top)
- THPRD service area doesn’t include all of the planning area at present
- sewer lines were built down 175th many years ago before the UGB was adopted; they were never connected or used, and this area was de-annexed from sewer service provider jurisdiction when they UGB was adopted. May be worth trying to locate as-builts for these facilities.

Discussion of transit opportunities:

- Gross density wouldn’t be transit supportive - higher density development nodes could be
- Tri-Met wants to see a connected street grid where neighborhoods have easy access to streets with transit service – not walled off from arterials where buses run
- Tri-Met Westside Service Enhancement planning looking at:
 - Service from Barrows to Scholls, potentially to new high school
 - Future express on Roy Rogers to Hillsboro
 - Possible extensions from Progress Ridge
- Future transit could run on Scholls Ferry, 175th, or any new arterials
- High School could be a nexus for future transit service

Other considerations:

- Scholls Ferry is the divide between Beaverton and Tigard
 - Do we turn backs on each other or create a focal point?
 - Wildlife corridors and crossing, connection to 300’ trail through River Terrace

Water-Sewer-Stormwater Table

Moderator: Claudia Zahorcak (DEA)

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Water

- Hillsboro is part of a regional supply partnership; interested in utility corridors for pipelines and a reservoir site.
- Discussion of regional reservoirs:
 - What kind of reservoirs are being considered? Two 20 million gallon/day facilities. Ideally they would be close to each other, or co-located.
 - Could the reservoirs be buried or used in conjunction with open spaces? Yes, though cost is the main issue. Reservoirs need land for overflow or increased security (foolproof controls) if area is open to the public. The latter is tough to do.
 - 550-foot elevation as shown on the TM map is too high for the reservoir base. Should show base at 445, overflow 40 feet above.
 - The 550-foot contour line on the Future Water System map seems too high.
- Discussion of regional water pipeline:
 - The regional pipeline from Willamette could be partially located on Roy Rogers Road coming up from Tigard, then run in Scholls Ferry/Tile Flat/Grabhorn as shown.
 - Timing of the regional line is uncertain (just starting alignment study/pre-design) and the county has a 5-year moratorium on digging up newly paved roads, so timing of regional and local line construction needs to be coordinated with each other and with them to avoid tearing up recently improved roads for sewer/water. Goal is to have system functioning in 2025 (12-13 years out)

Sanitary

- Discussion of treatment plant flows:
 - CWS has laid out which treatment plant flows go to (see TM); concern is upper mountain area being shown to flows all the way SW through URA to get to the proposed Tile Flat Rd lift station. Shouldn't we try to lift over Kemmer/175th area instead?
 - Consider what makes the most sense for properties along the Cooper Mt. ridge-line: whether regrading or using deep bores to connect with existing system. Some areas are a mix of rock and softer materials that make deep boring difficult.
 - When connecting areas east of 175th need to make sure existing piping east of boundary doesn't need to be upsized.
 - CWS is constructing Butternut Creek PS and taking Cross Creek offline (TM should say this, doesn't change flow direction).
 - This study should specify needs to upgrade existing systems to accommodate final scenarios.
 - Northern "panhandle" of the URA could be routed to connections to the southeast (new SCMAA lines).
 - Properties east of 175th could be routed to connections to the east; however these existing lines are probably smaller 8"-12" lines that may not be able to handle additional flow from SCM. These smaller lines are not included in modeling (?).

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- Might be better for entire eastern corridor of URA to drain south to SCMAA so wastewater from URA connects in Scholls Ferry Rd and then to Durham PS.
- Development in SCM Annexation Area will hopefully leave stubs for connections to the north.
- The development community will likely make changes regardless of what is planned. Recommendation is to upsize pipes for increased density and wait for development. The study should specify the need for future upgrades, but it may not be worthwhile to model.

Stormwater

- Need to find a balance between creating facilities to serve small (10-lot) service areas and regional detention ponds, but still need to minimize in-stream erosion. Don't want facilities to serve fewer than about 10 lots.
- Services to multiple lots need to be publicly operated.
- Stormwater ponds serve 10-25 acres.
- Keep water in creeks above; don't starve by piping and detaining at lower elevations.
- Don't want to rely on regional ponds low in the basin, this might contribute to channel erosion up above. Control needs to be distributed.
- If there are limited LIDA applications, how do we meet the challenge outlined in the prospectus? The table cited from the CWS handbook does not include several stormwater management strategies that should be considered:
 - Rainwater Cisterns: Common in places like Puget Sound and Hawaii. Collect water in winter and use in the summer. New High School may be a logical location.
 - Urban Forestry: Distributed urban forests are a significant tool. Aggressive targets and policies to encourage urban forests are needed.
 - Capped Streams: Preserve stream health by capping subwatersheds with less than 10% imperviousness; mimic preexisting hydrology.
 - Detention Ponds: They do have understandable associated concerns.
 - Aquifer Storage: Aquifers may be used for rainwater storage.

Transportation Table

Moderator: Carl Springer (DKS)

Discussion of trail opportunities:

- THPRD would like to see connects to the Westside Regional trail by way of either new trail routes or on-street routes.
- Trail routing should intersect streets near intersections, rather than at mid-block, where crossings can be made more safely.

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Discussion of transit opportunities:

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- Future transit could run on Scholls Ferry, 175th, or any new arterials
- 175th Avenue would require safety upgrades to be suitable for bus service; possible alternative route would be via SW Grabhorn Road
- High School could be a nexus for future transit service, given space to turn around buses and connections to nearby retail and higher density residential uses
- Innovative transit service options are being explored, such as on-demand service, or shuttle bus vehicles

Discussion of constraints:

- Access spacing standards on the high functional class roadways (e.g., SW Scholls Ferry Road, SW 175th Avenue) will limit options for new street or pathway connections
- The portion of SW 175th Avenue outside of the Urban Growth Boundary requires significant safety improvements to carry higher vehicle demands. Separate approval process required for improvements along this segment.
- The intersection of SW Scholls Ferry Road and SW Roy Rogers Road is close to peak hour capacity today. Additional parallel streets and connections will be important to balance out travel demands during these hours.

Group Discussion of Opportunities & Constraints

Moderator: Joe Dills (APG)

Natural resources & stormwater:

- Steep, shallow, low-draining soils and deforestation
- Removing in-line ponds is an opportunity, but draining ponds could have wetlands impacts upstream and trigger regulatory issues
- Large school district campus provides opportunities for Low Impact Development (green infrastructure)
 - Eco-roofs on HS? would compete with solar for roof space
- Regional stormwater facilities good, but avoid erosion upstream

Parks and public facilities:

- Neighborhood parks should be fairly flat, and accessible without crossing major roads
- Potential co-location of public facilities, e.g.:
 - regional water storage & parks
 - High school with swim center and/or fire station
- Potential spill-over demand for parks from adjacent neighborhoods that are under-served

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- Opportunity for River Terrace community parks to serve SCM?
- School Districts haven't started planning for elementary schools yet
- Need to coordinate school demand & population estimates with regional partners

Transportation:

- Scholls Ferry is already at capacity
- Connectivity between trails, streets, and neighborhoods is a challenge given multiple jurisdictions
- 175th is steep with a blind curve
- Need a new north-south connector and improvements to 175th
- Transit nodes, including future HS site

Land Use:

- NCM already built out / may be constrained by CC&Rs
- Everything would like to locate on the low lands near Scholls Ferry

Other Considerations:

- Finance Plan is critical



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TECHNICAL ADVISORY COMMITTEE Sign-In Sheet

May 9, 2013 TAC#2 Meeting

Name	Representing	Email	Phone #	Signature
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Alisa Coor for Rich Hoffmann



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Sign-In Sheet

May 9, 2013 TAC#2 Meeting

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